

**PART 5: Planning Applications for Decision**

**Item 5.1**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/00360/FUL  
 Location: 1430 London Road, Norbury, SW16 4BZ  
 Ward: Norbury  
 Description: Erection of 3-storey building to rear to provide 2 x one bed flats with integral garage, bin and cycle stores at ground floor level.  
 Drawing Nos: 654/PL/17 Rev A, 654/PL2/110 Rev P, 654/PL2/111 Rev K, 654/PL2/112 Rev H, 654/PL2/113 Rev F, 654/PL2/115 Rev G, 654/PL2/116 Rev K, 654/PL/118 Rev M, 654/PL2/120 Rev G  
 Applicant: Mr Michael Chan  
 Agent: Mr Alex Imlach (Alex Imlach Design)  
 Case Officer: Wayne Spencer

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Existing</b>	0	0	0	0
<b>Proposed Residential units</b>	2	0	0	0

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
1	4

1.1 This application is being reported to Sub-Committee because the Norbury Planning and Transport Group (on behalf of the Scots Estate Residents Association) has made representations in accordance with the Committee Consideration Criteria and requested Committee consideration.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Sub-Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1. In accordance with the approved plans
- 2. Refuse/cycle stores to be installed/retained in perpetuity
- 3. External facing materials to be approved
- 4. Balcony details to be approved and retained
- 5. Drainage Strategy to incorporate SuDS to be approved, installed and retained
- 6. Water usage off 110L per head per day
- 7. 19% carbon dioxide reduction
- 8. Submission and approval of Construction Logistics Plan
- 9. Compliance with M4(2)
- 10. Commence within 3 years

11. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

3.1 The applicant seeks full planning permission for the following:

- Erection of 3-storey building comprising 2 x one bed flats fronting Norbury Crescent
- Integral garage to serve the existing flat (1430a)
- Integral refuse and cycle storage to serve the whole site

### **Site and Surroundings**

3.2 The application site consists of a mid-terraced, four storey building with subservient two storey elements to the rear. The area of the proposed development at the rear of the building fronts Norbury Crescent to the east. The properties on London Road are predominantly commercial at ground floor level with residential accommodation over and the built form within Norbury Crescent is predominantly two/three storeys high and of a residential nature. The built form in the immediate locality varies in character, form and design.

3.3 The site is not within a Conservation Area however the building is close to a Grade II Listed Building to the north (no.1434) with the remaining buildings to the west fronting London Road being locally listed. The site is located within Norbury District Centre and the frontage is within the designated main retail frontage. The site is within an Archeological Priority Area and within an area at 'very low' risk of surface water flooding.

### **Planning History**

3.4 No recent relevant planning history.

## **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of the development is acceptable given the residential character of the immediate locality.
- The design and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards.
- There would be no undue highway impact from the development.
- Sustainability aspects are controllable through the use of planning conditions.

## 5.0 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

## 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of consultation letters sent to the properties which are adjacent to the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 1          Objecting: 1          Supporting: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

<b>Summary of objections</b>	<b>Response</b>
<i>Townscape</i>	
<ul style="list-style-type: none"> <li>• Overdevelopment of the site</li> <li>• Poor design</li> </ul>	See paragraphs 8.3 to 8.6
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> <li>• Loss of daylight and sunlight to neighbouring properties</li> </ul>	See paragraphs 8.10 and 8.11
<i>Impact upon future occupiers</i>	
<ul style="list-style-type: none"> <li>• Poor natural light penetration to the ground floor unit</li> <li>• Poor natural ventilation to ground floor and first floor units</li> <li>• Sound insulation should be provided</li> <li>• Appropriate access for disabled residents</li> </ul>	See paragraphs 8.7 to 8.9
<i>Environment</i>	
<ul style="list-style-type: none"> <li>• Water consumption from new occupiers</li> <li>• Carbon emissions reduction</li> <li>• Air quality and dust management from construction related activities</li> <li>• Management plan secured to prevent highway obstruction</li> </ul>	Will be secured by planning condition
<i>Highways and Refuse</i>	
<ul style="list-style-type: none"> <li>• Garage too small to meet the space requirements</li> <li>• Insufficient refuse storage space</li> </ul>	See paragraph 8.12 and 8.13
<i>Flooding</i>	
<ul style="list-style-type: none"> <li>• Water butts should be provided</li> </ul>	See paragraph 8.15
<b>Other comments</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Assumption that second floor plan is labelled incorrectly and should be part of a 2-bed duplex flat</li> </ul>	The application is for 2 x 1-bed flats with one unit per floor. There is separate access to each floor and

	private amenity spaces for each unit
<ul style="list-style-type: none"> <li>• Fire escape access from the property</li> </ul>	This is a Building Control matter
<ul style="list-style-type: none"> <li>• Compliance with Low Emission Zone requirements</li> </ul>	This would not be a material planning consideration

## 7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), updated February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Planning Committee is required to consider are:

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 4.7 Retail and town centre development
- 4.8 Supporting a successful and diverse retail sector and related facilities and services
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character

- 7.6 Architecture
- 7.21 Woodlands and trees

#### 7.4 Croydon Local Plan 2018:

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking
- DM1: Housing choice for sustainable communities
- DM4: Development in Croydon Metropolitan Centre, District and Local Centres
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM23: Development and construction
- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development

#### 7.5 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guide Supplementary Planning Document (2019)

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the committee must consider are:

- Principle of development
- Townscape and visual impact
- Housing Quality for future occupiers
- Residential amenity for neighbours
- Transport
- Refuse Stores
- Sustainability
- Flood Risk
- Other Planning Matters

## Principle of development

- 8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The proposal would retain the facilities associated with the ground floor retail function and the development would provide two additional residential units on the site and the area is not designated to be used for any other purpose. The retail unit at ground floor level and all other residential units which currently exist within the site are to be retained. Given the site designation, the principle of a residential development can be supported providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

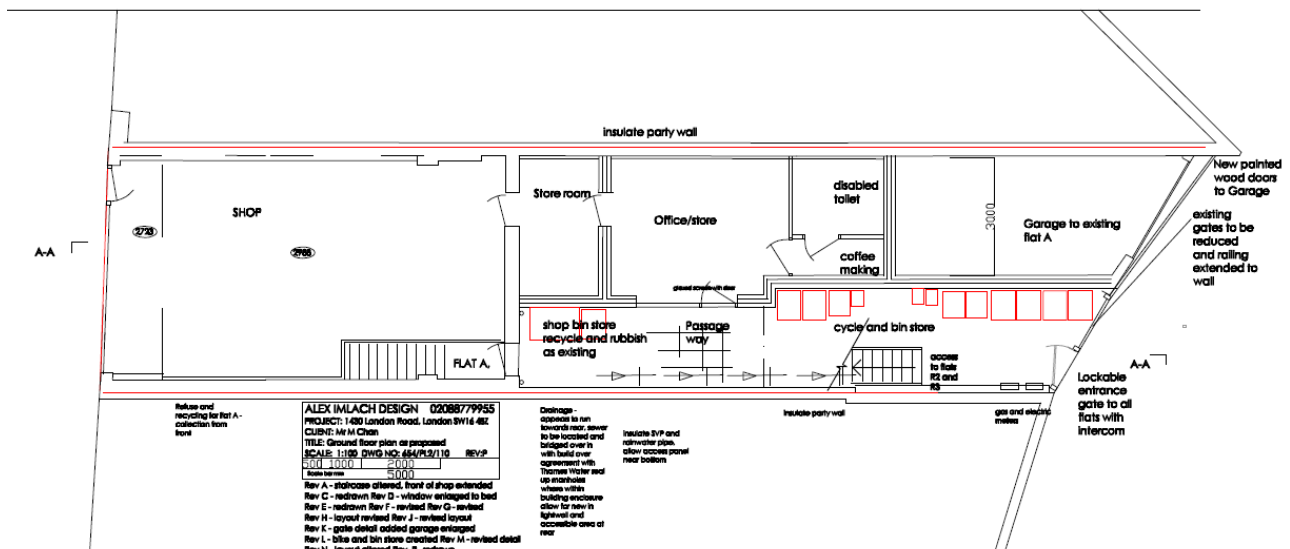
## Townscape and visual impact



- 8.3 The proposed three storey development to the rear of the building which comprises of 2 x one bed flats would bring a vibrant use to the rear of no.1430 London Road which is currently characterless. The new build element would have a modern flat roofed design rather than a pastiche of the form typical of the existing area and would have a similar height to the adjoining built form to the north at no.1432 London Road. The scale and massing of the built form is subservient to the built form fronting London Road and will have no impact upon the nationally or locally listed buildings within London Road.

- 8.4 The development will include recessed upper floor amenity spaces fronting Norbury Crescent. In addition, an L-shaped light well will be provided at upper floor levels between the existing form of 1430 London Road and the development to the rear of no.1428 London Road. Originally, it was proposed to have glazed balustrade to the balconies fronting Norbury Crescent however throughout the application process this has been replaced with metal balustrade which is considered to be much more appropriate in this location. The materials have been shown to be brick and the submission of materials will be required by planning condition to ensure they are of a high quality.
- 8.5 Taking the above matters into account, it is considered that the scale, massing and design of the proposed development would be of an acceptable nature which would replace the characterless built form to the rear of London Road. The proposed flat roofed design approach would not, therefore, be unduly harmful to the character, appearance or street scene of Norbury Crescent nor would it have a significantly detrimental impact upon the character of the wider area.
- 8.6 The site is within an Archaeological Priority Zone. Historic England were consulted on the application and they concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. As such, no further consideration is required in this instance.

### Housing quality for future occupiers



- 8.7 The National Housing Space Standards states that 1-bed, 2-person dwellings should provide a minimum internal floor space of 50m<sup>2</sup> and the plans submitted indicate that both of the proposed units would meet these space standards. The windows which serve the habitable rooms of each unit would allow sufficient light into the units and adequate outlook from the windows, particularly those on the rear elevation. As such, it is considered that the development would result in acceptable living conditions for future occupiers.
- 8.8 With regard to amenity space, the London Housing Design Guide states that a minimum of 5m<sup>2</sup> of private outdoor space should be provided for the 1 bed one person units. The amenity spaces being proposed for each of the units would meet the spaces required by the London Housing Design Guide Standards and the provision of the

balconies would be an acceptable solution to providing private amenity space within a constrained site. Therefore, it is considered that there would be adequate provision of private amenity spaces to serve future occupants.

- 8.9 There is no communal amenity space provided however, having calculating the number of children that could use any play-space (using the Croydon Local Plan and GLA policy documents) the development would require a very small square meterage of play space to serve the proposed three units. Such a small and unusable space would not be considered appropriate in this case and a more appropriate solution would be to provide enhanced private amenity spaces to the units. All units exceed the space standard requirements with good quality private amenity spaces being provided. Further consideration was given to the fact that the site is in a District Centre location and the Council consider that the enhanced private amenity space approach would be acceptable in this case and that, on balance, the standard of accommodation provided by the proposed development would be acceptable for all future occupiers.

### **Residential amenities of neighbouring occupiers**

- 8.10 The proposed three storey built form would extend and increase the height of this element of the building by one additional storey however the development would have a 2 metre deep L-shaped light well proposed to the western and eastern sides of the building which would add relief to the upper floors at the rear of nos.1428 and 1430 London Road. The built form would be the same height and massing as the built form of no.1432 and would not project any further rearwards than this building. Given the break in built form, it is not considered that the development would result in significant overshadowing or overbearing impact upon the surrounding occupiers.
- 8.11 The associated fenestration has been designed to ensure that the rear facing windows facing Norbury Crescent which serve the primary habitable spaces would not directly overlook any adjoining properties. There is a light well with privacy screen proposed between the proposed building and no.1428 London Road and the windows of no.1428 which are closest to the proposed built form serves a corridor. The side facing windows within the light well of the proposed built form would serve the bedrooms of each unit and would allow an outlook onto a private balcony space. 1.7m high privacy screens are shown to be provided to the western flank of the balconies and, although the windows in the corridor of no.1428 would not serve a habitable space, the privacy screens will prevent any undue overlooking or loss of privacy to the detriment of no.1428 London Road and would also preserve the future development opportunities of this adjoining property. The positioning of the other windows in relation to the surrounding built form would ensure that there is no undue impact upon the amenities of any other neighbouring occupiers.
- 8.12 Throughout the application process, the scheme has been amended to ensure that the existing pedestrian access, refuse location and parking space which serves the existing upper floor flat are retained. Therefore, the amenities of the existing flat, based on the current arrangement, would be acceptable.

### **Transport**

- 8.13 The application site is located in an area with a PTAL of 4, which is considered to have good transport options and connectivity to wider community facilities. It is not proposed to provide any car parking spaces for the new development however one space is to



be retained to serve the existing upper floor flat. This approach, given the size of the proposed units and the PTAL rating, would be considered to be acceptable. In order to comply with London Plan standards, covered and secure cycle storage should be provided for at least three cycles and four spaces are shown to be located within the rear part of the building facing Norbury Crescent. The cycle storage implementation would be secured by planning condition.

### **Refuse storage**

- 8.14 Refuse stores are also to be located within the rear part of the building (facing Norbury Crescent) at ground floor level and would serve all three units (the existing upper floor flat and the two 1-bed units proposed). The store would be in a convenient location for collection and, as the store would be integral, it would have no impact upon the street scene. It appears to provide sufficient space for the number and size of bins required to serve all three units. The implementation and retention of the refuse store would be secured by condition.

### **Sustainability**

- 8.15 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day for each proposed residential unit.

### **Flood risk**

- 8.16 The site itself is within an area which is considered to be at 'very low' risk of surface water flooding. No residential use is being proposed at ground floor level under the most recent version of the scheme and the 'very low' risk of the development combined with the fact that it would replace existing built form would not sufficiently justify the use of a soak-away or a green roof in this instance. However, there is the opportunity for at least one water butt to be included within the development and this, given the very low flood risk, would provide sufficient flooding mitigation for this development.

### **Trees and Ecology**

- 8.17 There are no Tree Preservation Orders on the site nor are there any trees in close proximity to the site. The site offers a low opportunity for protected species habitation and, given the density of the area and the availability of land within the site, no meaningful landscaping could be provided however this would be acceptable in this case. As a result, it is considered that the development would not result in undue harm to important trees or local ecology.

### **Conclusion**

- 8.18 The proposal would result in the redevelopment of the site which would provide two additional 1-bed flats within the Borough. The overall massing of the development would be acceptable and would not be significantly harmful or out of keeping with the character of the area nor would it have a significant impact on the amenities of adjoining occupiers. Energy systems and sustainable drainage are all acceptable in principle and can be secured by condition. It is therefore recommended that permission is granted.
- 8.19 All other relevant policies and considerations, including equalities, have been taken into account.